WSDOT Responds to Emergencies

I-90 Easton bridge repair

A truck carrying an oversized pipe raked the underside of the I-90 Easton overpass Oct. 31, 2007. The collision weakened the concrete girders supporting the bridge. Crews demolished the damaged section within 24 hours of the initial accident. WSDOT's Secretary Paula Hammond challenged crews to finish this emergency repair within 45 days of the collision. WSDOT was able to meet the challenge despite freezing temperatures, snow storms, and extra traffic on I-90 due to travelers detouring around flooding on I-5 in Chehalis. The repaired bridge opened to traffic on Dec. 15th.

Flood damage

I-405 Slide and culvert repair

On Dec. 3, heavy rainfall overwhelmed a culvert beneath I-405 in Renton. The resulting rush of water created a sinkhole beneath the road surface, collapsing a section of the culvert and threatening the section of the freeway above it. Crews have made temporary repairs to fix the sinkhole. Permanent repairs to replace the culvert preventing future damage to I-405, will be complete by March 2008.

SR 96 Sinkhole repair

Less than a month after flooding destroyed a section of State Route 96 (Seattle Hill Road) near Snohomish, crews reopened the repaired roadway to pleasantly surprised drivers and nearby residents on Monday, Dec. 31. Crews initially expected the repairs to take at least four to five weeks, but were helped along by good weather, ready materials and an aggressive work schedule.

Flood damage repair in South Puget Sound

WSDOT crews clean up, repair and reopen roads as floodwaters recede. When floodwaters were at their peak, roads were closed in nearly 60 separate locations because of mudslides, standing water, and downed trees and power lines. Just over 24 hours later, WSDOT crews were able to clean up and reduce the number of closures by two thirds.

I-5/Chehalis: *On Monday, Dec. 3, a section of the interstate was closed near Chehalis due to flooding from heavy rain. WSDOT brought in an excavator Wednesday evening to breach the Airport Way Levy and help drain floodwater, steadily increasing the size of the breach to accelerate draining. By 6 pm Thursday, WSDOT opened one lane of I-5 in each direction to freight traffic. Crews reopened I-5 to all traffic by midday Friday.*

US101 and US 12 *in Grays Harbor county, a vital link between Aberdeen and I-5 and several other roads on the Olympic Peninsula reopened Dec. 5th, allowing access into and out of most cities that had been isolated because of the flooding. State Route 4 was also reopened late Tuesday, reestablishing a vital link between the I-5 corridor and southwest Washington coastal areas.*

Hundreds of WSDOT crews worked around the clock and in potentially dangerous conditions to clear and repair roads.

SR 6 Bailey Bridge: *40 men erected a 180-foot bridge in six days over the Chehalis River in the Meskill-Dryad area, reconnecting Leudinghaus Road and River Road to SR 6. The Lewis County bridge was washed out during the December floods. WSDOT employees worked for 12 to 14 hours each day under near-freezing temperatures and pouring rain.*

Project Delivery On Track For 2008-Coming Soon

I-5 Everett - Summer 2008

- **Congestion Relief**-HOV lanes
- **Safety**-reduce back-ups
- **Environment**-treatment for freeway runoff water, noise walls

WSDOT opened a new lane on July 26 for motorists traveling northbound I-5 in Everett. The right-most lane begins at 41st Street and ends at US 2. It is designed to help relieve the back-ups caused by merging vehicles exiting at US 2 and Pacific Avenue and entering I-5 at 41st Street. The new lane is part of a $263 million I-5 Everett HOV expansion project. The project is scheduled to end in June 2008. WSDOT recently received a service to business award from the Everett Chamber of Commerce due to the many benefits this project will bring to the local economy.

I-5/S 48th Street to Pacific Avenue - Spring 2008

- **Congestion Relief**-improved mobility and added capacity
- **Safety**-add merge lanes, wider shoulders, improved highway curves and lighting.
- **Environment**-constructs detention ponds, erosion control, adds noise walls

The Tacoma/Pierce County HOV Program is a series of improvement projects on I-5, SR 16 and SR 167. Designed to add 79 HOV lane miles and travel improvements through the I-5, SR 16 and SR 167 corridors. Eight projects are complete or under construction, nine are in design and five are unfunded.

US 395 North Spokane - Spring 2009

- **Congestion Relief**-improved mobility, reduce freight movement on local streets
- **Safety**-Add bike and pedestrian corridor, reduce congestion related collisions, improve air quality
- **Environment**-improves fish passage and wetlands, noise walls

This project addresses the need for a major improvement to allow motorists and freight to move through metropolitan Spokane from I-90 to US 395 at Wandermere. A series of six contracts completes the earthwork between US 2 and Wandermere and will construct two drivable lanes from Farwell to Francis.

Washington State Department of Transportation

January 2008

For more on WSDOT Project Delivery:
www.wsdot.wa.gov/accountability
www.wsdot.wa.gov/projects
metcalk@wsdot.wa.gov

I-5/48th to Pacific-Tacoma

WSDOT delivered 18 Nickel and TPA projects during the second quarter of FY 2007

Of the 18 projects, all projects were completed on time and on or under budget.

WSDOT Highway Project Delivery

I-5-Everett

More than 55% of the number of WSDOT projects funded by the Nickel and TPA programs will be completed, or under construction by June 30, 2008

US 395-North Spokane

WSDOT delivered 128 Nickel and TPA projects within the $1.3 billion legislative budget expectation

The current cost for the 128 projects completed to date is 0.6% (or $7 million) below the $1.307 billion that the legislature budgeted for these projects.

43 additional Nickel and TPA projects will be under construction over the next six months

In the next six months, WSDOT intends to advertise 43 additional Nickel and TPA projects with a cumulative estimated cost to complete of $584 million.

57 Nickel and TPA projects are under construction

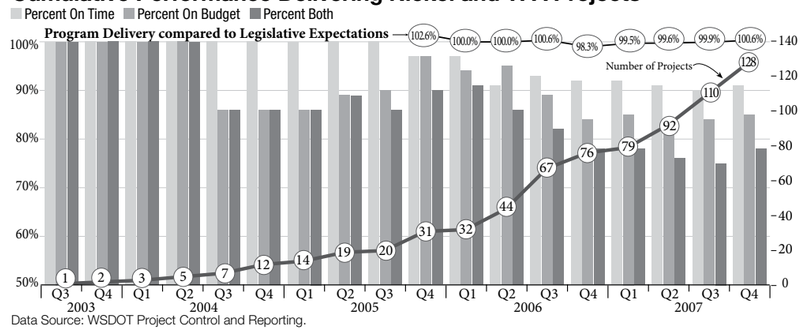
57 projects with a cumulative award value of $1.25 billion are under construction. Nineteen projects with a cumulative value of $15.6 million were advertised for construction during the six months ending December 31, 2007.

On-time and on-budget performance on individual projects improves

32% of the capital projects funded by the TPA and Nickel Revenue packages have been delivered as of December 31, 2008;

- Cumulative on-time project delivery performance is currently 91%, a 1% increase from previous quarter.
- Cumulative on-budget project delivery performance is currently 85%, a 1% improvement over last quarter.
- Cumulative on-time and on-budget project delivery performance improved to 78%, a 3% increase from last quarter.

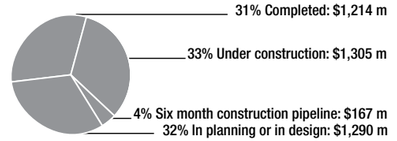
Cumulative Performance Delivering Nickel and TPA Projects



Data Source: WSDOT Project Control and Reporting.

IT'S YOUR NICKEL. WATCH IT WORK.

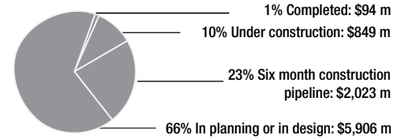
Status of Nickel Projects based on Legislative Baseline Expectations, 2nd Qtr FY07-09 biennium



Projects representing 63% of the Nickel Legislative approved budget were completed or under construction by the end of 2nd Qtr. FY 07-09 biennium.

MAKING EVERY DOLLAR COUNT.

Status of TPA Projects based on Legislative Baseline Expectations, 2nd Qtr FY07-09 biennium



Projects representing 11% of the TPA Legislative approved budget were completed or under construction by the end of 2nd Qtr. FY 07-09 biennium.

Moving Washington - Delivering Projects

November 2007

SR 9 - Snohomish County

- Congestion Relief-improve traffic flow with added turn lanes
- Safety-add turn lanes, raised median and sidewalks
- Environment-stormwater treatment and erosion control

A new four-lane SR 9 from Woodinville to Maltby was opened to drivers in November, nearly six months ahead of schedule. The new lanes and safety improvements have transformed SR 9 from a dangerous two-lane road to a much safer four-lane divided highway. During the two-year project, crews removed and replaced unstable material under and near the roadway, paved the two new lanes and median, built three stormwater runoff ponds and replaced culverts at Whistle Creek, Great Dane Creek and Cutthroat Creek. The culvert replacements provided improved fish passage for migratory salmon. They have done all this while battling Mother Nature and competing with other construction projects for resources. The project was funded with $40.5 million from the 2003 Legislative Funding Package.

October 2007

SR 17 - Grant County

- Traffic Flow-increase capacity with added lanes
- Safety-intersection improvements to improve safety
- Freight Mobility-increased capacity for freight movements

Crews completed a $15.5 million project that expanded the last three mile, two lane segment of SR 17 in Moses Lake to four lanes between the Port of Moses Lake and Interstate 90. The project improved major intersections at Nelson Road, Wheeler Road and Broadway Avenue, as well as a railroad crossing near Stratford Road. A new bridge was built across Moses Lake's Parker Horn and a sound wall was constructed between Nelson and Wheeler Roads. The project, delivered on time and on budget, primarily benefits freight movement through the area. This project was funded by the 2005 Transportation Partnership revenue package.

September 2007

I-5/SR 411 - Cowlitz County

- Congestion Relief-reduces travel times and improves traffic flow
- Safety-improves emergency access

A new $15 million I-5/SR 411, Lexington Bridge opened to traffic ahead of schedule and under budget. The bridge provides a faster way for Cowlitz County residents to reach I-5 from the SR 411, Westside Highway. The new bridge eases traffic on SR 411 and provides improved emergency access to areas west of the Cowlitz River.

The 2003 gas tax provided $5 million for the new bridge. Collaboration between Cowlitz County and WSDOT were essential in obtaining funding for this project, as well as completing it well ahead of schedule.

August 2007

SR 28 - Douglas County

- Congestion Relief-improve traffic flow with turn lanes
- Safety-turn lanes improve road safety
- Environment-control stormwater runoff and erosion control

WSDOT and its contractor completed a couple of firsts while building a project that relieves congestion and improves safety on the busy SR 28 Sunset Highway through East Wenatchee. The $2.7 million project required a new stormwater system. Typically, a retention pond is built along the right of way. In this case, even purchasing the adjacent 15-acre apple orchard wouldn't meet the volume/absorption requirements. Instead, WSDOT decided to build a pond on property it already owned, but located well below the highway along the river. To get the job done, the contractor drilled a 500-foot stormwater pipe underground and replaced an irrigation bridge replaced in a matter of hours - not days. The innovative use of new hydraulic directional drilling equipment was used to lay the 24-inch pipeline underground, preserving a nearby orchard.

July 2007

SR 16 - Pierce County

- Congestion Relief-reduce delays across the Tacoma Narrows
- Safety-separates oncoming traffic, wider lanes and right safety shoulder for eastbound traffic

WSDOT celebrated the completion of the New Tacoma Narrows Bridge by opening the bridge to pedestrians and bicyclists before opening it to vehicular traffic. An estimated 60,000 people walked through the project, which constructed a new bridge parallel to the 1950s-era Tacoma Narrows Bridge.

Final retrofitting work is nearly complete on the 1950s bridge. The project is expected to be finished for nearly $100 million less than its $845 million budget.

The new lanes and safety improvements have transformed SR 9 from a dangerous two-lane road to a much safer four-lane divided highway.

Nelson Road as it actually looked when construction was complete.

The new Lexington Bridge was completed in Sept. 2007, which connects the Lexington community to I-5.

New stormwater system pipe installed adjacent to apple orchard.

The public participates in the opening of the new Tacoma Narrows Bridge.

Construction costs flat in 2007, predicted to rise in 2008

WSDOT accumulates construction cost information from recent bids and calculates a Construction Cost Index (CCI). WSDOT's CCI is a composite of unit price information from low bids on seven of the most commonly used construction materials. These items reflect a composite cost for a completed item of work and include the costs of labor, equipment and materials. The CCI is compared to the experience of other western states.

The average annual growth rate of the CCI held steady at about 1.5% per year from 1990 through 2001. Since 2002, the growth rate has averaged 10.6% per year. In 2007 the CCI increased by 1% from 2006. This appears to be a balancing to the 30% increase recorded in 2006. While cost escalation leveled off last year, this trend is not expected to continue. With crude oil prices topping $100 a barrel and many construction materials either including crude products or requiring fuel-intensive processes to place or prepare the material, price increases will heat up again in 2008. Ken Simonson, chief economist for the Associated General Contractors of America released his prediction that the 2% to 3% annual increases experienced during the past few months will soon rise to a 4% to 6% pace and could be as high as 6% to 8% a year from now.

2003 Nickel Funding Package

The 2003 Washington State Legislature enacted the Nickel funding package. The revenue package funds 153 projects over a 10-year period. The package includes:

- 5 cents per gallon gas tax increase
- 15 percent increase in gross weight fees on heavy trucks
- 0.3 percent increase in the sales tax on motor vehicles

When the projects are built, and the accompanying bonds are paid off, the five-cent-per-gallon gas tax increase will expire.

What types of projects are funded from the 2003 Nickel Funding Package?

Total investment: $4.0 billion, 153 projects

Highway Improvements: $3.2 billion, 125 projects

- **Alaskan Way Viaduct** - $177 million
- **SR 520 Bridge** - $52 million
- **Congestion Relief** - $2.6 billion

Improve the movement of traffic in some of the most congested areas of the state.

Strategies include: Constructing HOV or general purpose lanes; Improving interchanges; Building truck climbing or passing lanes

- **Safety** - $211 million

  Statewide projects to fix some of the worst locations for frequent accidents including run-off-the-road danger.

- **Environmental** - $35 million

Highway Preservation: $145 million, 2 projects

Begin to address the future concrete pavement needs in heavy traveled corridors.

Washington State Ferries: $298 million, 5 projects

Provide for one new auto/passenger ferry boat

Improve ferry terminals in Mukilteo, Anacortes, and Edmonds

Freight Mobility and Economic: $12 million, 2 projects

Make improvements to assist freight transportation on local roadways and rail systems.

Multimodal Improvements: $133 million, 24 projects

Improve Amtrak Cascades passenger rail service with projects that support better on-time performance and that will reduce travel times between cities

Preserve freight rail infrastructure within the state.

2005 Transportation Partnership Package

The money and what it means to you...

The Legislature passed a new transportation revenue package to fund 274 projects across the state over the next 16 years. The package includes:

• 9.5 cents gas tax increase phased in over four years	$5.5 billion
• Vehicle Weight Fee on passenger cars	$908 million
• The light truck weight fee increase	$436 million
• Annual motor home fee of $75	$130 million

What does the 2005 Funding Package promise for future transportation investment in Washington?

The 2005 Washington State Legislature provided a 16-year expenditure plan to take care of some of Washington State's most critical transportation needs. Over 270 projects are funded by a package that will make roads and bridges safer as well as ease choke points in the system.

What types of projects are funded from the 2005 Transportation Partnership Program?

Total Investment: $8.9 billion

Number of Projects: 274

At-Risk Structures: $2.98 billion for 30 projects

Safety Investments: 279 million for 106 projects

Choke Points and Congestion: $2.95 billion for 69 projects

Multi Modal Improvements: $94.8 million for 8 projects

Environmental: $108 million for 21 projects, plus funding for future fish barrier removal projects

Freight Mobility and Economic: $542 million for 35 projects